

**3b 2012SP-016-001**

**RAYON CITY INVESTORS**

BL2012-191 / JERNIGAN

Map 044, Parcel(s) 041-042

Council District 11 (Darren Jernigan)

Staff Reviewer: Brenda Bernards

A request to rezone from CS to SP-MU zoning for properties located at 915 and 921 Robinson Road, at the northeast corner of Robinson Road and Industrial Drive (27.81 acres), to permit a mixed use development, requested by Hawkins Development Company, applicant, Rayon City Investors, owner (See also Community Plan Amendment Case # 2012CP-014-001).

**Staff Recommendation: Approve with conditions including the revised conditions from the Public Works Department and disapprove without all conditions.**

**APPLICANT REQUEST**

**To permit mixed-commercial and industrial uses.**

Zone Change

A request to rezone from Commercial Services (CS) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 915 and 921 Robinson Road, at the northeast corner of Robinson Road and Industrial Drive (27.81 acres), to permit a mixed use development.

Existing Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes a mix of commercial and industrial uses.*

CRITICAL PLANNING GOALS : N/A

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

Existing Land Use Policy

Detailed Policy

Mixed Use (MxU) policy is intended for buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed use buildings are encouraged to have shopping activities at street level and/or residential above.

General Policy

Community Center (CC) policy is intended for dense, predominately commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. CC policy areas tend to mirror the commercial edge of another neighborhood, forming and serving as a "town center" of activity for a group of neighborhoods. Appropriate uses include single- and multi-family residential, offices, commercial retail and services, and public benefit uses.

Proposed Land Use Policies

T3 Suburban Community Center (T3 CC) policy is intended to enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods. Where not present, infrastructure and transportation networks should be enhanced to improve pedestrian, bicycle and vehicular connectivity. T3 CC areas are pedestrian friendly areas, generally located at prominent intersections and serve suburban communities within a 10 to 20 minute drive.

District Industrial (D-IN) policy is intended to preserve, enhance and create industrial districts in appropriate locations, so that they are strategically located and designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses intended in D-IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses.

## June 28, 2012 Planning Commission Meeting

### Consistent with Policy?

Yes, the SP is consistent with the proposed land use policies. The site benefits from high visibility along the Robinson Road corridor and remains an appropriate location for a mix of commercial uses. The eastern portion, which is to be for light industrial uses, will serve as a transition to the heavier industrial uses located further to the east.

### PLAN DETAILS

The plan calls for the SP to be divided into a commercial district fronting Robinson and an industrial district fronting Industrial Drive. Currently, there are two access points to the property, one from Robertson Road and the second from Industrial Drive. The plan includes two additional access points from Industrial Drive. There is an internal series of drives that provide access between the two districts. Sidewalks are proposed on Robertson Road and Industrial Drive. While there is a site plan associated with this SP, it is more of a regulatory plan.

The commercial district proposes a maximum of 88,750 square feet of building area. The bulk standards, parking and uses are generally the same as the CS zoning district, which is the current zoning on the property. As the policy for this portion of the SP is T3 CC, parking is to be located generally beside and/or behind the buildings with one row of parking along Robinson Road. The buildings will need to be oriented toward Robinson Road. The orientation of the building located at the corner of Robinson Road and Industrial Drive will be determined at final site plan.

The industrial district proposes a maximum of 229,320 square feet of building area. The bulk standards, parking and uses are generally the same as the IWD zoning district. The orientation of the buildings for this district will be toward Industrial Drive.

### Landscaping

The SP plan includes requirements for landscaping around the perimeter of the property, internal landscape buffers and landscaping within parking areas. Staff will review all landscaping plans with the final site plan. There is an existing chain link fence along Robertson Road frontage that is within the right-of way. Robertson Road is a state route and a fence is required. This fence is in poor conditions and full of vegetation. The applicant will work with the State to improve the condition of the fence.

### Signage

Signs will be limited to building signs and monument signs. The building signs will be no greater than five percent of the first floor façade area and will be limited to one sign per business. Up to two ground signs will be permitted, including one per frontage. The signs may be either monument or pillar style signs, with a maximum area of 250 square feet and a maximum height of 15 feet.

### Traffic Impact Study

The applicant provided a Traffic Impact Study (TIS) that was dated 2001. The Public Works Department has determined that a TIS is required for this project and has requested an updated study be submitted. Section 17.20.140 allows the Planning Commission to require a TIS for non-residential developments of more than 50,000 square feet or, in the opinion of the Traffic Engineer, a study is needed. This SP meets both those standards.

### STORMWATER RECOMMENDATION

Preliminary Approval.

### PUBLIC WORKS RECOMMENDATION

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- If sidewalks are required, then they should be shown on the plan per Public Works standards with the required curb and gutter. -Show sidewalks with curb and gutter and grass strip, with the edge of the gutter at the existing edge of pavement on each street. Sidewalk and grass strip widths to comply with MCSP standards.
- Indicate solid waste plan – dumpster and recycling container locations. (SP General Note is not sufficient, indicate locations on plans.)
- An updated TIS is required to determine roadway improvements and develop conditions of approval. The recently submitted 2001 TIS is out of date.

Maximum Uses in Existing Zoning District: **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (820)	27.81	-	726,842 SF	24,654	497	2403

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (820)	27.81	-	73,000 SF	5535	128	516

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	27.81	-	229,320 SF	817	69	74

Traffic changes between maximum: **CS** and proposed **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-18,302	-300	-1813

STAFF RECOMMENDATION

Staff recommends that the Rayon City Investors SP be deferred until a TIS is submitted and reviewed by the Public Works Department. If the TIS is submitted and reviewed prior to the Planning Commission meeting, staff recommends approval with conditions of the Rayon City SP as it is consistent with the proposed land use policies. If the TIS is not submitted, and the SP is not deferred, staff recommends disapproval.

CONDITIONS (if approved)

1. The buildings in the commercial district shall be oriented toward Robinson Road. The orientation of the building located at the corner of Robinson Road and Industrial Drive shall be determined at final site plan consistent with the land use policy. The buildings in the industrial district shall be oriented toward Industrial Drive.
2. Prior to final site plan approval, landscaping plans for the SP shall be reviewed and approved by staff.
3. Signs will be limited to building signs and/or ground signs. The building signs will be no greater than five percent of the first floor façade area and will be limited to one sign per business. Up to two ground signs will be permitted, including one per frontage. These signs may be either monument signs or pillar style signs where the entire sign area is contained within two support posts, with a maximum area of 250 square feet and a maximum height of 15 feet.
4. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.

## June 28, 2012 Planning Commission Meeting

5. Sidewalks shall be shown on the plan per Public Works standards with a required curb and gutter. Sidewalks shall be shown with curb and gutter and grass strip, with the edge of the gutter at the existing edge of pavement on each street. Sidewalk and grass strip widths shall comply with Major and Collector Street plan standards.
6. A solid waste plan is required and dumpster and recycling container locations shall be shown on the plan.
7. All requirements of the Public Works Department based on the revised TIS shall be met.
8. The uses of this SP shall be limited to the commercial and industrial uses listed on the plan.
9. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district for the commercial district and the IWD zoning district for the industrial district as of the date of the applicable request or application.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approved with Conditions (6-0-1); Consent Agenda

### **Resolution No. RS2012-130**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2012SP-016-001 is **APPROVED with conditions including revised conditions from the Public Works Department and disapprove without all conditions. (6-0-1)**"

#### **Revised Conditions:**

1. Developer shall conduct a signal warrant analysis at the intersection of Robinson Road and the access drive with each final SP submittal or as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal when approved by the Traffic and Parking Commission.
2. Developer shall conduct a signal warrant analysis at the intersection of Robinson Road and the Business Park/Riverside Golf access drives with each final SP submittal or as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal when approved by the Traffic and Parking Commission.
3. The existing westbound approach of 935 Industrial Drive access at Robinson Road shall be widened to allow two exiting lanes with 150 feet of storage and one entering lane.

**June 28, 2012 Planning Commission Meeting**

- 4. Developer shall re-stripe the south bound left turn lane at 935 Industrial Drive to a dedicated left turn lane with approximately 150 feet of storage with TDOT approval.**
- 5. Developer shall relocate the westernmost driveway on Industrial Drive approximately 70 feet to the east in order to increase weaving distance for vehicles turning left at access drive.**
- 6. If feasible, easternmost driveway on Industrial Drive shall be aligned with driveway on the opposite side of the street.**

**The SP is consistent with the T3 CC and D-IN land use policies.**